

REMARKS

Claims 16 and 17 are hereby editorially amended to incorporate the features recited in the claims from which they depend, thereby conforming them to U.S. rules of practice. No new matter is introduced.

Applicants respectfully request that this Preliminary Amendment be entered prior to an examination of this application on the merits.

Please charge any fees due to maintain the pendency hereof (except the Issue Fee) to our Deposit Account No. 19-4880.

Respectfully submitted,



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APPENDIX

VERSION WITH MARKINGS TO SHOW CHANGES MADE

IN THE CLAIMS:

The claims are amended as follows:

16. (*Amended*) In a mounting structure of a pneumatic tire, an improvement wherein [the tire of claim 3] a pneumatic tire comprising a tread portion having a plurality of blocks, each of which blocks having at least one sub-groove formed at a given inclination angle with respect to an equatorial plane of the tire, an improvement wherein a central main portion of the sub-groove is formed so that a groove bottom is inclined from a surface side of the block in a direction of a main stress applied from a road surface to the block, and wherein the tire is used in a wheel producing a traction force as a main stress and the central main portion of the sub-groove is inclined from the surface side of the block toward the groove bottom in the direction of the traction force, is mounted as a rear tire, [the tire of claim 4] another pneumatic tire comprising a tread portion having a plurality of blocks, each of which blocks having at least one sub-groove formed at a given inclination angle with respect to an equatorial plane of the tire, an improvement wherein a central main portion of the sub-groove is formed so that a groove bottom is inclined from a surface side of the

block in a direction of a main stress applied from a road surface to the block, and wherein the tire is used in a wheel producing a braking force as a main stress and the central main portion of the sub-groove is inclined from the surface side of the block toward the groove bottom in the direction of the braking force, is mounted as a front tire, and both the tires are mounted onto the vehicle.

17. (*Amended*) In a mounting structure of a pneumatic tire, an improvement wherein [the tire of claim 9] a pneumatic tire comprising a tread portion having a plurality of blocks, each of which blocks being defined into substantially a quadrilateral form by two pairs of main grooves each having a different angle with respect to an equatorial plane of the tire and having a plurality of blocks, each of which blocks having at least one sub-groove crossing with the block, the improvement wherein at least a central main portion of the sub-groove is inclined substantially in the same direction as any one of diagonals of the block and is arranged at a position offset from the diagonal, and wherein the central main portion is arranged so as to offset from the diagonal toward a side opposite to a forward rotating direction of the tire, is mounted as a rear tire, [the tire of claim 10] another pneumatic tire comprising a tread portion having a plurality of blocks, each of which blocks being defined into substantially a quadrilateral form by two pairs of main

grooves each having a different angle with respect to an equatorial plane of the tire and having a plurality of blocks, each of which blocks having at least one sub-groove crossing with the block, the improvement wherein at least a central main portion of the sub-groove is inclined substantially in the same direction as any one of diagonals of the block and is arranged at a position offset from the diagonal, and wherein the central main portion of the sub-groove is arranged so as to offset from the diagonal toward a forward rotating direction of the tire, is mounted as a front tire, and both the tires are mounted onto the vehicle.

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